

WOOL AND SUGAR MEN SEE A RAY OF HOPE

Think a Way Has Been Found
to Force House to Accept
Duties on Commodities.

WILL ASK SEPARATE VOTES

Manufacturers Fighting Hard
Before Sub-Committees for
Changes—Income Tax
Problems Unsettled.

[From The Tribune Bureau.]
Washington, May 23.—Prospective victims of the Democratic tariff bill, many of whom laid their complaints before the sub-committees of the Finance Committee, found a crumb of comfort to-day in the hope that a way had been found to change the free sugar and wool schedules in the Senate and force the House to accept a duty on these commodities.

The Democratic leaders have been considering a plan to permit the Senators from the Western states to vote with the Republicans to place a duty on wool and sugar, to save themselves from political disaster, with the understanding that these amendments would be abandoned in conference and that the recalcitrants would come back into the fold and vote with the majority in adopting the conference report. If this is carried out the Western Democratic Senators will be in the position in the final analysis of voting against tariff revision or accepting the free sugar and wool schedule.

Republicans have devised a scheme to check this move by pressing consideration of Senator Cummings' resolution providing that a vote may be taken on separate questions involved in a conference report, which, according to the present rules, must be adopted or rejected in entirety. If the Cummings resolution is adopted the Western Democratic Senators will be able to single out the wool and sugar schedule without defeating the entire tariff bill, and to stand with the Republicans for a duty on these two commodities to the last.

There was also some hope among the advocates of a sugar and wool duty that a compromise would be reached. The defiance of Senators Newlands and Walsh has gone so far that it is regarded as probable that they will take their stand with the two Senators from Louisiana. If they make good their threats the Democratic leaders will be forced to place a duty on wool and sugar or to suffer the defeat of tariff revision.

Democrats in a Predicament.
In their present predicament, with the President demanding their support of the bill on the one side and their constituents threatening their destruction on the other, it is difficult to see how the Democrats can avoid at least giving their support to the Cummings resolution to amend the rule relating to conference reports.

Pressed hard by the critics of the bill, the Democratic leaders are taking steps to rush through the measure with the least possible delay. The Finance Committee is being flooded with requests from manufacturers that the time for hearings on the bill be extended, so that they may make their complaints in person. The Democrats, however, have decided to end the hearings next Tuesday. The sub-committees will then take up the task of revising the bill. This work probably will not be completed until the following week. Senator Simmons admitted to-day that the measure probably would not be ready for consideration by the caucus until after June 3, the date fixed several days ago.

When the bill is presented to the Senate stringent measures will be taken to exhaust the opposition. The Senate will convene early and hold night sessions, and the debate will not be allowed to lag for a moment.

Little consideration has been given to the income tax section of the bill as yet. The most important questions to be considered by the Finance Committee, as presented in the hearings, are:

Whether the tax shall be levied on the net incomes of mutual life insurance companies.

Whether dividends paid to policyholders in the form of decreases in premium rates shall be exempted.

Whether interest paid by corporations on bonded indebtedness in excess of their capitalization shall be exempt.

Whether the tax should be levied on the income of leasing corporations paid as rental.

Transit Companies Object.
Representatives of the Brooklyn Rapid Transit and the Interborough companies have appeared before the sub-committees to protest against the taxing of income devoted to the payment of interest on bonds in excess of capitalization. The Interborough company contends that the tax should not be levied on income paid as rental for the property of lease corporations. In the case of the Interborough the rental is fixed at 7 per cent, and, unless the proposed modification is made, the leasing corporation will pay all the tax and the Gould properties will escape taxation altogether.

Much stress has been laid on the fact that the income tax section presents many instances of double taxation, but the members of the committee take the view that this cannot be entirely avoided.

B. A. Levetz, representing the New York Merchants' Exchange, and S. Christy Mead, secretary of the Merchants' Association of New York, appeared before the sub-committee to-day to suggest certain changes in the administrative features of the tariff bill which would give the Secretary of the Treasury power to proclaim general import in the bill as it passed the House. It was reported, however, that the House has decided to put pig iron and ferromanganese on the free list. The Underwood bill levies a 10 per cent duty on pig iron and 15 per cent on ferromanganese used in the manufacture of steel.

ROOSEVELT'S LIBEL SUIT

His Action Against "Iron Ore"
Man Opens Monday.

Marquette, Mich., May 23.—Theodore Roosevelt will try to show that George A. Newett, publisher of "Iron Ore," a weekly paper of Ishpeming, was in error when he published the statement that "Roosevelt gets drunk, and that not infrequently, and all his intimates know it." The case is set for trial next Monday.

The suit charges libel, and the distinguished plaintiff names \$10,000 as damages. It is estimated that the trial will take two weeks.

The former President is expected here on Monday. He will be the guest of his friend, George Shiras, noted as a photographer of wild animals in their native haunts.

STILWELL'S PLEA FOILED BY RECORD

Continued from first page.

own defence, argued that as restitution had been made the Appellate Division could not punish him by suspending his professional privileges for his action as referee.

Both Mr. Moore and Senator McClelland jumped to Stilwell's rescue at this point, but they were overruled by Justice Seabury, and Nott, with the air of a man who has many more bullets in his gun, dropped that case and took up the record of Stilwell's connection with Daniel S. Decker.

Stilwell denied that he had been in partnership with Decker, although admitting that he had engaged him to look after certain legal matters, and admitting also that their connection had gone into certain records under the firm name of "Stilwell & Decker."

"I never considered it a partnership," said Stilwell.

"After Decker died, did his widow, Margaret Decker, sue you for her husband's share of certain profits of the firm?" Nott asked.

Stilwell was forced to admit that such a suit had been filed against him, and, further, that his answer to the suit had been filed as recently as October, 1911. The Senator was blazing with anger by the time Nott had prodded him with these past-raking questions, but his temper was like that of a trapped animal—he had no chance against the dusty records that Nott produced to smother him.

The "fifteen" telegram, which the prosecution claims referred to the number of hundreds of dollars demanded by Stilwell to put the Kendall bill through the Assembly Codes Committee, and which Stilwell claims referred only to the number of members on Assembly Codes, was the chief basis of attack.

Nott wanted to know if Stilwell didn't have a copy of the "Assembly Directory"—the pamphlet which Kendall says Stilwell gave him a copy of—in his New York office.

"No, I didn't. I kept all my legislative matter at my house, not at my office," returned Stilwell.

The jurors apparently took the keenest interest in Nott's exposure of Stilwell's past record, and one after another they heckled the already harried witness for more definite details on the admissions wrung out of him by Nott. When the ordeal was over his counsel did not bother him with any redirect examination, and both counsel and witness defendant seemed more than relieved when he left the stand.

As to the meeting in Stilwell's New York office, at which Kendall testified the Senator had talked plainly about "\$500 for each of four Senators" and about "the money that would be necessary to get it through the Assembly," Stilwell entered specific denials to each accusation, adding that Kendall himself had broached the subject of possible bribes in the Assembly, and he, Stilwell, had pooh-poohed the idea and told him there was "nothing to it." He denied also that he had received any part of the \$200 which Kendall gave to Lewis for drafting the bill.

John Popp, the clerk of Stilwell's committee, for whom the District Attorney's office had been searching for two weeks, appeared as a witness for the defence yesterday morning. His evidence, in itself, threw no light on the question of attempted bribery, but the records of the Senate Codes Committee, which he produced, brought out the fact that some one had tampered with the written record.

Popp said that he kept no record of the attendance at committee meetings, and no record of the vote on matters before the committee. He explained that he received the blank book from the Clerk of the Senate, and returned it to him at the end of the session.

It appeared that on the report of the Kendall bill some one had written the word "Amended," but that the word had afterward been partially erased.

HOBSON AS TARIFF MAKER

Offers Bill to Keep Down Iron and Steel Prices.

[From The Tribune Bureau.]
Washington, May 23.—Representative Richmond Pearson Hobson, hero of the Merrimack, ardent advocate of a four-battalion programme, expert on naval affairs, temperance lecturer and defender of woman suffrage, made his first exploration into the field of tariff making to-day.

Mr. Hobson evidently fears an upward shoot of the prices of iron and steel products, although the Underwood tariff bill is presumed to reduce prices. At any rate, he introduced a bill to prevent excessive fluctuations in the prices of structural material by providing that whenever the price of iron or steel shall reach a figure 50 per cent in excess of the price prevailing on January 1, 1913, the particular article affected shall be put automatically on the free list. The product would remain free until the price again reached the normal level, when the customary duty would be restored.

Mr. Hobson's bill was referred to the Ways and Means Committee, which has already finished its tariff-making labors.

CHANGES IN C. S. BOARD

Wilson to Name Successors to Black and Washburn.

[From The Tribune Bureau.]
Washington, May 23.—The President has decided to reorganize the Civil Service Commission at once, and to this end has accepted the resignations of General John C. Black, Democrat, and William S. Washburn, Republican, which were tendered on March 4. It is expected that he will send to the Senate on Monday the nominations of C. M. Galloway, of South Carolina, and George B. Wales, of Vermont, to fill the two vacancies.

No charges of any kind have been preferred against either General Black or Mr. Washburn, the reorganization being to infuse young blood into the commission. Neither is there any serious criticism of the retiring commissioners.

President Wilson's idea is that there will be a great amount of work for the commission in the next four years, and he wants men of his own selection to do this work.

John A. McIlhenny will be retained on the commission. He was appointed by President Roosevelt, and is said to have supported the Progressives in the last Presidential campaign.

DEMOCRATS NOW SEEK LIGHT ON THE TARIFF

Senate Finance Committee Will
Ask American Manufacturers
for Information.

DECIDE ON 29 QUESTIONS

Searching Inquiries To Be Made
Into Cost of Material and
Labor and Profits at
Home and Abroad.

Washington, May 23.—Senator Simmons, chairman of the Senate Finance Committee, made public to-night a list of twenty-nine questions relating to the tariff prepared by majority members of the committee which will be sent to manufacturers of the country. To avert any clash over this action in the Senate, the majority will send with their list the original fifteen questions proposed by Senator La Follette, although most of his are incorporated in the majority list.

The committee announced that if manufacturers or persons who have filed briefs or have made written or oral protests to the Finance Committee will send answers before the bill is reported back to the Senate they will be printed. "But," the statement added, "neither the report of the bill to the Senate nor final action by the Senate on the bill will be delayed for answers."

All interrogatories must be answered under oath. The preliminary questions relate to the manufacturers' identity, the commodity produced, the raw materials used in production, whether they are produced here or abroad, and, if imported, whence; cost per unit of raw material and cost per unit of similar product in foreign countries. Other questions are as follows:

"What part of your production do you export; to what countries and in what quantities and values, and what rates of duty are paid at the several foreign ports?"

"Are you interested in any other concern exporting this commodity? If so, give name, amount of product exported, and the actual selling price of this product here and abroad."

Comparison of Prices.

"What were the wholesale prices charged by you and by any concern in which you are interested for this commodity in the domestic market, and what were the prices charged when sold in foreign markets during January, April, July, October, 1912, and in January, 1913?"

"What was the cost of transportation of your product from your factory to the principal foreign markets, giving the names of markets for the same periods specified?"

"What country or countries are your chief competitors in the foreign markets to which you export?"

"Is there a tariff differential for or against you in any of the countries to which you export this commodity? If so, what is the amount of such differential? What rates of duty have you paid?"

"How many concerns are engaged in the manufacture or production of this commodity in this country, and who are the principal producers?"

After Possible Trusts.

"Are any of those producers organized into a trust or combination to control the price or output, or for any other purpose, and have you any connection or interest, directly or indirectly, in such trust or combination?"

"What proportion of the production of this commodity in this country is produced by such trust? What proportion is produced by independent producers?"

"Is there any difference in the price charged for this product in the domestic market by the independent producer and the trust producer?"

"What were your wholesale prices, f. o. b. factory, of this commodity sold in the United States during January, April, July and October, 1912, and in January, 1913?"

"What were your wholesale prices of this commodity, f. o. b. factory, for export in foreign countries during the same periods?"

"What was the cost of production in your plant per unit of your product for the fiscal years 1910 and 1912? Give cost of materials, labor, overhead charges and depreciation charges in separate items, and in as much detail as possible. In this connection give capitalization, amount of common stock, preferred stock and amount of bonds issued, amount of actual cash or its equivalent in property received in consideration of stocks and bonds; rate of dividend paid on preferred stock and common stock, and rate of interest borne by bonds for the last ten years; how much of your earnings for each of the years 1910, 1911 and 1912 have been credited to surplus, and how much devoted to additions to the plant; salaries paid during each of the foregoing years to each of your principal officials; statement of assets and liabilities, 1910, 1911 and 1912, and comparative balance sheet for these years."

Wants Assessed Valuation.

"Give value for which the property shown in the above statement of assets and liabilities was assessed for taxation in 1912 and transcript of your labor roll for January, April, July and October, 1912, and January, 1913."

"State amount of wages paid per annum for the years 1910, 1911 and 1912 and total value per annum of your product for the same years, and the character, quality and age of the machinery used in manufacturing your product."

"What is total cost of production per unit of the same products as yours in competing countries?"

"Give cost of transportation from your factory to the principal markets in this country, naming the markets."

"What is the cost of transportation from the principal points of production in competing countries to the markets of this country?"

"What part of the duty under the Payne-Aldrich law represents your profit as a manufacturer?"

"Have you a pecuniary interest in the maintenance of a high tariff on this commodity?"

The questions proposed by Senator La Follette, omitted from the majority list, relate to the amount of production and the amount of consumption of the commodity in this country, ruling market prices in this and competing countries, and "What part of the existing duty represents the difference in the cost of production between this and competing foreign countries?"

THE SECRET

A lively story of love
and villainy, stratagem
and heroism, written by

Frank Savile
and fittingly illustrated
by

Cyrus Cuneo
will run for several
weeks in the

Saturday Magazine
Section of
The Evening Post
New York
BEGINNING TO-DAY
For Sale by All Dealers

RIGHT OF "TRUST" TO BUY UP RIVALS MOOTED

Judge Putnam Intimates Cer-
tain Amount of Exten-
sion Is Legitimate.

Boston, May 23.—The question of the legality of the purchase of other companies by the United Shoe Machinery Company was raised by Judge Putnam to-day's proceedings in the dissolution suit brought by the government. On being informed that the capital of the United company was \$25,000,000 at the time of its organization, in 1899, the judge inquired from the government if that amount would be needed in acquiring new companies as a growing business.

"I thought," said the judge, "that some of the companies acquired might be gathered in legitimately in the development and growth of the business."

William S. Gregg, special assistant to the United States Attorney General, said the company was entitled, he supposed, like any other, to gather in new branches of the business. "It has gathered in practically all of the eyelid branches of the shoe machinery business," he asserted.

The publication of statements that Judge Putnam had threatened to withdraw from the case unless the evidence of the government was presented more expeditiously caused the judge to make an explanation.

"The shoe machinery case," said the judge, "has proceeded expeditiously and satisfactorily. On Wednesday there was a large mass of exhibits going in, as to which everybody desired as little delay as possible."

Judge Putnam observed that in England, where there was a trained body of solicitors, the solicitors on both sides, together with the registrars, would have arranged these exhibits so that they would go in without delaying the counsel or the court, and he suggested that he and his associates withdraw to give an opportunity to arrange the exhibits.

Thereupon Mr. Fowler, of assistant counsel for the government, promptly suggested a method satisfactory to all concerned.

DRAFTS MONEY QUESTIONS

Senate Committee Takes Step
Toward Legislation.

[From The Tribune Bureau.]
Washington, May 23.—The first step in the direction of currency legislation in the Senate was taken by the Banking and Currency Committee to-day, when it drafted a list of questions to be submitted to bankers, merchants and economists, to ascertain the sentiment of the country with respect to the general plan of reform proposed by the Democratic party.

While the committee was engaged in this task attention was called to the fact that President Wilson had taken matters into his own hands and was having a bill prepared which would be the basis, at least, of the administration measure. This task, it was reported, had been entrusted to several university economists without the knowledge of Senator Owen, who is proceeding on the assumption that he is to have a hand in the framing of the measure that will have the support of the administration.

There were many plans for legislation proposed in the committee as there were members, and the diversity of views gave basis for the belief that the Senate will put off consideration of currency reform until the regular session.

MAY BURN CONDEMNED TEA

Importers Given Five Days to
Export 100,000 Pounds.

Washington, May 23.—Secretary McAdoo has instructed Collector Loeb, at New York, to give Carter, Macy & Co. five days within which to export about 100,000 pounds of tea which the Treasury Department has ordered out of the country as soon as the mandate of the United States Circuit Court of Appeals denying the company's application for an injunction reaches the district court.

If the tea is not exported and if no further court proceedings intervene, Treasury officials say it will probably be burned by the government. Collector Loeb told the company he had received advice that the company might make another move in the courts.

The Treasury Department has debarred the tea from the country on the ground that it does not comply with the standard samples adopted by the government.

WILSON OPENS CELL DOORS

Pardons Two Prisoners, Com-
mutes Sentences of Seven.

Washington, May 23.—President Wilson to-day disposed of twenty-eight appeals for clemency, restoring civil rights in thirteen cases, granting two pardons, commuting the sentences of seven prisoners and denying the applications of six.

The five-year sentence of Albert Schoenfeld for embezzling funds of the Central National Bank of St. Louis was commuted to one year and a day.

Harry T. Lee, who pleaded guilty to abstracting money from the National Bank of Lawrence County, New Castle, Penn., likewise received a commutation of his five-year sentence to a term of one year and a day. The prisoner's father had mortgaged his home and paid off the entire amount of \$1,800 under the impression that his son would not be prosecuted.

The President also commuted to thirteen months the five-year sentence imposed on Silas Rich, of Portland, Ore., for falsifying records of the National Bank of Salem, Ore. The trial judge and prosecuting attorney said the sentence was excessive.

James Morehead, serving a life sentence for murder, and Mrs. Dede Tomlin, convicted of selling liquor without the payment of a special tax, were pardoned.

EXPLOSION KILLS TWO OF DESTROYER'S CREW

Third Gravely Injured on the
Stewart During Speed Trial
Off San Diego.

ARTILLERY CAPTAIN DEAD

Bursting Gun at Fort Moultrie,
Charleston, Cost Four Lives
—Cause Still Mystery
—Inquiry Ordered.

San Diego, Cal., May 23.—Richard Curtis Smith, officer, and H. F. Bock, chief machinist's mate, are dead and Alma Miller, officer, who risked his life in an attempt to save Bock, is in a dying condition to-night as the result of an explosion to-day on the United States torpedo boat destroyer Stewart.

The accident occurred twenty-eight miles off port during a speed test, when a steamship in the engine room blew out. The engines were turning 260 revolutions a minute and the destroyer was rushing through the water at the rate of twenty-five and a half knots an hour. The Stewart was the fastest of the flotilla.

Miller had a brother living at Idaho Falls, Idaho. Smith's home was at Logan, Tex., and Bock lived at Moline, Ill. Bock had just re-enlisted in the navy.

Captain M. G. Shoner says the accident was one for which no one could be blamed. He made an investigation and forwarded a report to Washington.

Charleston, S. C., May 23.—Captain G. R. G. Hanna, of the 16th Company, Coast Artillery Corps, died in the army hospital here to-day, making a total of four deaths due to the explosion of a 4.7-inch gun at Battery Lord, Fort Moultrie, last night.

A flying brassblock had torn a large hole in Captain Hanna's side, and he succumbed to his injuries at 11 o'clock this forenoon.

Captain Hanna rose from a private, having been mustered in at the beginning of the Spanish-American war with the 12th Minnesota Infantry, qualifying as a second lieutenant in 1901, and reaching a captaincy in 1911. He was born in Iowa in 1879.

Colonel Frederick S. Strong, commanding district officer, is at a loss to account for the explosion's cause. The

QUEEN MARY'S FIAT AGAINST THE TANGO

Dance Now Virtually Dead in London Soci-
ety, as None Could Brave Royal Dis-
pleasure and Remain at Court.

[By Cable to The Tribune.]

London, May 24.—According to "The Daily Graphic" there is high authority for stating that Queen Mary regards with most pronounced disapproval the action of several hostesses in permitting the tango, the "turkey trot," the "bunny hug" and similar dances in their ballrooms.

Some time ago the Queen expressed her opinion of these dances in very emphatic terms. No form of any of them is permitted at court, but it is now possible to announce that her

plunger of the gun pierced the roof of a vacant dwelling house four hundred feet away. A board of inquiry has been appointed to investigate.

Colonel Strong's report to the War Department indicates the accident was more serious than at first reported. Nearest relatives of the men killed are:

Private Alton McD. Baxter, father, W. T. Baxter, Cosby, Tenn.

Private Arthur Christian, relative, William Christian, Longstreet, Ohio.

Private Roy Dalton, mother, Nancy Dalton, Conway, Ky.

Privates Charles B. Swaggerty and Lee O. Stinesprings were slightly injured.

LAWYER STARTLES COURT

Counsel for Road Urges Larger
Verdict Against New Haven.

A verdict for \$5,000 was returned in the Supreme Court yesterday in favor of Mrs. Alice M. Curtis against the New York, New Haven & Hartford Railroad. In a suit for \$50,000 for the death of the plaintiff's husband, who was engineer of the Federal Express, wrecked in July, 1911, at Bridgeport.

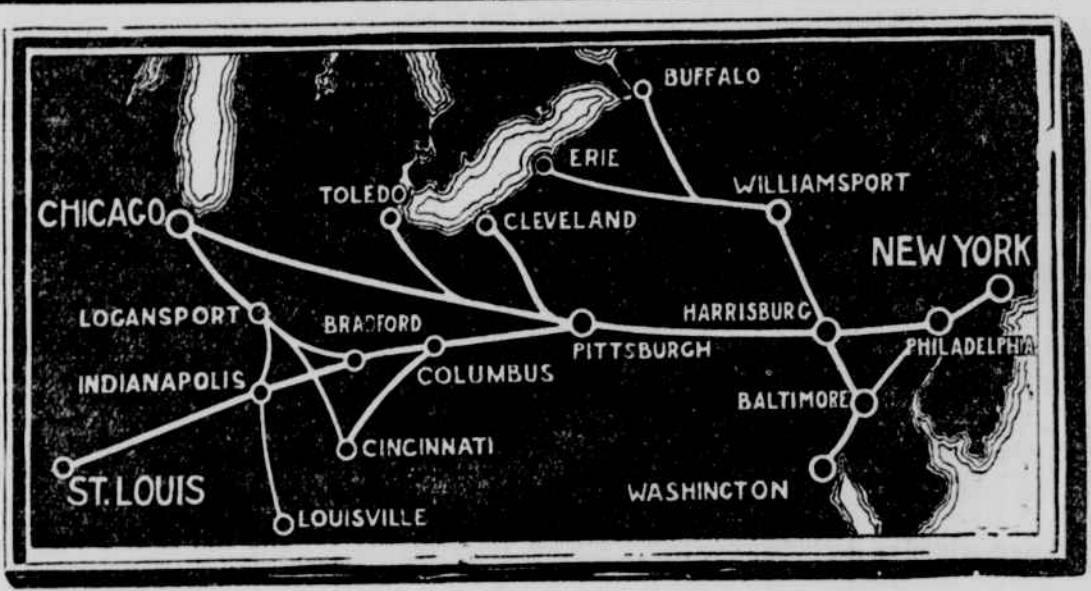
Dr. J. M. Gibbons, counsel for the railroad company, started the court when he made the usual motion to set aside the verdict. He said \$5,000 was inadequate for the death of "such a skilled engineer," providing the company was at fault. He added to his surprising argument that if there had been any negligence on the

BRADY AUTO TAKES PLUNGE

Broker Hurt When Theatrical Man's
Car Goes in Excavation.

William A. Brady, the theatrical manager, drove his automobile into an excavation at 15th street and Seventh avenue early yesterday morning. One of the party—Thomas Murphy, a broker, of No. 214 West 49th street—had his hand cut by broken glass from the windshield of the car.

With the aid of a policeman the car was pulled out of the ditch and Mr. Brady drove to the Harlem Hospital, where Mr. Murphy's injuries were treated.



The new and amplified Western train
service of the Pennsylvania System,
effective May 25.

Leaves New York	Leaves New York	Arrives
Pennsylvania Station	Hudson Terminal	
8:04 A. M.	8:00 A. M.	Metropolitan Express—Arrives Cleveland 10:35 P. M., Chicago 8:00 A. M. Through Sleeping Car to Chicago. Through Coaches to Pittsburgh.
9:25 A. M.	9:25 A. M.	Pittsburgh Day Express—New Train. Arrives Cleveland 10:35 P. M., Chicago 8:00 A. M. Through Parlor Car to Cleveland. Through Coaches to Pittsburgh.
10:04 A. M.	10:00 A. M.	Commercial Express—New Train. Arrives Cincinnati 6:30 A. M., Indianapolis 6:55 A. M., St. Louis 1:53 P. M., Chicago 12:55 P. M. Through Sleeping Cars. Through Coach to St. Louis.
11:04 A. M.	11:00 A. M.	The Pennsylvania Limited—Arrives Chicago 8:54 A. M., Toledo 4:50 A. M., Detroit 7:20 A. M. Through train of Club, Dining, Sleeping, and Observation Cars to Chicago. Sleeping Car Harrisburg to Detroit. Parlor Car New York to Pittsburgh. All "limited" features. No Coaches.
12:04 P. M.	12:00 Noon	Pan Handle Limited—New Train. Arrives Dayton 5:00 A. M., Richmond 6:15 A. M., Chicago 12:55 P. M. Through Sleeping Cars. Through Coaches to Chicago.
2:04 P. M.	2:00 P. M.	Keystone Express—Arrives Columbus 5:20 A. M., Indianapolis 10:35 A. M., St. Louis 5:02 P. M. Through Sleeping Cars. Through Coach to St. Louis.
2:06 P. M.	2:00 P. M.	Panama-Pacific Express—Arrives Columbus 7:10 A. M., Cincinnati 10:40 A. M., Chicago 5:00 P. M. Through Sleeping Cars. Through Coaches to Chicago.
2:45 P. M.	2:45 P. M.	Broadway Limited—Arrives Chicago 9:45 A. M. Through Train of Club, Dining, Sleeping, and Observation Cars. All "limited" features. No Coaches.
5:04 P. M.	5:00 P. M.	Manhattan Limited—Arrives Akron 7:00 A. M., Cleveland 7:30 A. M., Chicago 2:00 P. M. Through Sleeping Cars, Observation Car to Chicago. No Coaches.
5:30 P. M.	5:30 P. M.	Mercantile Express—New Train. Arrives Cincinnati 12:10 Noon, Indianapolis 2:05 P. M., St. Louis 8:30 P. M. Through Sleeping Cars. Through Coach to St. Louis.
6:04 P. M.	6:00 P. M.	Western Express—Arrives Akron 10:00 A. M., Toledo 3:45 P. M., Chicago 8:54 P. M., Niles 8:13 A. M. Through Sleeping Cars to Toledo, Chicago, and Niles via Youngstown. Through Coaches to Chicago